

## STOCK TO LOW-SALARIED MEN- WORKING OUT OF U. S. STEEL CO.'S PROFIT-SHARING PLAN.

Only These Who Earn Less Than \$800 per Year Get All They Asked For—About a Share Alike—High Tribute to Mr. Hewitt at a Directors' Meeting.

Some scaling down of the subscriptions of employees of the United States Steel Corporation to the corporation's preferred stock, under the profit-sharing plan, was announced after a meeting of the directors of the Steel Corporation yesterday afternoon.

The employees were divided into classes, according to the amount of wages received, and to those in class "F," composed of men who get \$800 or less in wages, are allotted the shares for which they subscribed. They got 15,038 shares, representing 12,110 individual subscriptions.

This is the official statement given out by Chairman E. H. Gary after the directors' meeting.

The subsidiary companies of the United States Steel Corporation at the present time have orders on their books for over 5,000,000 tons, which are the largest unfilled book orders that they have ever had.

In regard to the profit-sharing plan: The board of directors yesterday afternoon approved the subscription to stock closed on Saturday evening, and the stock was subscribed for as follows:

Class A, composed of men who receive salaries of \$900 to \$2,500 a year, subscribed for 30,000 shares at \$14.20 apiece.

Class B, composed of men who receive \$800 or less in wages, subscribed for 15,038 shares at \$14.20 apiece.

The board of directors voted to allow to Class F all the stock they subscribed for, and to Class B, 70 per cent of the stock they subscribed for.

The board adopted these resolutions relating to the death of Abram S. Hewitt:

Abram Stevens Hewitt was born in Rockland county, N. Y., on July 31, 1827. He died in the city of New York, N. Y., on January 2, 1933. During the long period of his activity, which continued till this year, he was surrounded by no citizen of our country with a variety and value of his contribution to the nation's development of its moral and material resources, and to the progress of the world, and a spokesman for his people in their manifold relations, whether in or out of the world, he attained and held a position both lofty and unique. Chief magistrate of his native land, he was elected to the highest office in the country, his public career and enterprise justly commanded attention in the land and in the world.

It is now and it is proper that special recognition be made of the important relation that he bore to the iron and steel industry of the United States.

From his early manhood Mr. Hewitt was associated by nature and by choice with the iron and steel industry. He was a pioneer in the development of the iron and steel industry in this country.

## HOSPITAL TO BE REOPENED.

Women Make \$500 and Other Support is Promised the Directors.

The Williamsburg Hospital at Bedford avenue and South Third street, which was closed last month for lack of funds, will probably reopen next Monday, as sufficient funds have been secured to partly cover the deficit of last year. The Women's Hospital, which had a surplus in the last year, has been able to contribute more than \$500. The deficit last year was more than \$3,000. Future support has been promised the board of directors.

## GOSSIP OF WALL STREET.

Speculative sentiment was favorably influenced by the sharp advance of United States Steel common in the late trading. Until in the afternoon in the Common Council chambers. Two statements made by Engineer Davis of the fatal Philadelphia train the night before he died about the condition of his engine were introduced. The inquest was in charge of Prosecutor N. C. J. English, who conducted the examination of witnesses, thirteen of whom were called before an adjournment was taken to Thursday afternoon. Considerable evidence was called in the afternoon. The body of John Currid of Dunellen, over whose body the inquest was held, and to ascertain the condition of the engine drawing the Philadelphia train. Plainfield commuters related their experiences in the wreck. Frank S. Martin, engineer and surveyor of 850 Hillside avenue, with offices at 52 Beaver street, New York, said he was on the rear end of the Euston local and when he saw the approach of the train he shouted to the occupants of the car to jump for their lives and jumped off himself. He paid no attention to the signals.

Ex-Assemblyman Roger F. Murray, a resident of the city, was in the fourth car of the Euston local. He expressed the opinion that the fire did not start from the firebox of the locomotive. Charles C. Burnett, a New York stockbroker at 64 street, said that the last three cars of the local were heated by old-fashioned stoves.

John R. Day, conductor of the local, said he had received orders at Elizabeth to stay on the main westbound track as far as Dunellen, where the Philadelphia express was to pass him. He said that just west of Westfield his train was stopped by the engineer on account of a hot box on the main track. He believed that his engineer was justified in stopping for this purpose. He said that the rear brakeman on his train had performed his duty in going back with the proper warning signals.

Dealers in London privilege quote options on Erie, either "put" or "call," at 14 1/2 per cent for the end-of-March settlement, 2 1/2 per cent for the end-of-May settlement, and 2 1/2 per cent for the end-of-May settlement. The price of the "spread" is double that of the single option. Thus, for 5 1/2 per cent, one might buy a London spread on Erie, which would give him the right to buy or sell Erie stock at a price of 100, and the price of the "spread" is double that of the single option.

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House having Pittsburgh connections were prominent buyers of Washaw issues, especially the preferred. The price of the preferred was about 100, and the price of the common was about 80. The price of the preferred was about 100, and the price of the common was about 80. The price of the preferred was about 100, and the price of the common was about 80.

Shortly after the opening of this market London began to cancel buying orders. No explanations were offered, but uneasiness over the King's illness was supposed to be the cause. Arbitrage houses sold about 5,000 shares on balance.

The buying of American Smelting, especially the preferred, was considered good. The price of the preferred was about 100, and the price of the common was about 80. The price of the preferred was about 100, and the price of the common was about 80.

Holmes & Babcock bid up Rock Island common. Content was active in the stock trading both ways, but buying on balance. The price of the common was about 80, and the price of the preferred was about 100.

International houses report the appearance of a small miscellaneous foreign demand for bonds and investment stocks. The volume of such buying is, however, of the least importance. The price of the common was about 80, and the price of the preferred was about 100.

There is believed to have been steady accumulation of Reading around 60. The stock is being bought again by the same interest that bought it in the first place. The price of the common was about 80, and the price of the preferred was about 100.

The Erie motive power is to be increased by the addition of fifteen locomotives of the Atlantic type, similar in design to the Erie type, which will be delivered to the Erie Railroad by the Erie Railroad. The price of the common was about 80, and the price of the preferred was about 100.

Stanley Company and General Electric. It was asserted in a despatch from Pittsfield, Mass., which reached Wall Street yesterday, that the transfer of the Stanley Electric Manufacturing Company to the General Electric Company would be formally announced this week, the arrangements for the deal having been made in this city.

One-Man Sloop in Ferryboat's Way. A deeply laden sloop, bound from the North River to the East, got becalmed off the Battery last evening and drifted into the ferry slip of the Central Railroad of New Jersey. Her lone navigator yelled when the ferryboat, Easton from Jersey City, beached into the slip and the Easton backed, she had to tow the sloop out.

## STEAM SHUT OUT SIGNALS.

WESTFIELD HORROR CAUSED BY ENGINE LONG OUT OF REPAIR.

Engineer Davis Said That No. 27, Which He Was Driving, Had Needed Mending for a Month, and Leaked So That He Shut Out at Stations to See Signals.

PLAINFIELD, N. J., Feb. 3.—The opening session of the Coroner's inquest into the cause of the wreck on the New Jersey Central at Westfield, a week ago to-night, was held this afternoon in the Common Council chambers. Two statements made by Engineer Davis of the fatal Philadelphia train the night before he died about the condition of his engine were introduced. The inquest was in charge of Prosecutor N. C. J. English, who conducted the examination of witnesses, thirteen of whom were called before an adjournment was taken to Thursday afternoon. Considerable evidence was called in the afternoon. The body of John Currid of Dunellen, over whose body the inquest was held, and to ascertain the condition of the engine drawing the Philadelphia train. Plainfield commuters related their experiences in the wreck. Frank S. Martin, engineer and surveyor of 850 Hillside avenue, with offices at 52 Beaver street, New York, said he was on the rear end of the Euston local and when he saw the approach of the train he shouted to the occupants of the car to jump for their lives and jumped off himself. He paid no attention to the signals.

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## ENGINE RAN UNCONTROLLED.

Fireman Killed and the Engineer Had to Abandon His Cab—Steam Pliers Saw Out.

STAMFORD, Conn., Feb. 3.—Edward J. Hill, a fireman, was killed and Engineer James Bannon had a narrow escape from a similar fate, between Rowayton and Darien, when the steam locomotive No. 551, drawing the night freight west, the train was long and was running at a high rate of speed.

The train was about a mile west of Rowayton station, when Engineer Bannon heard a loud report and his cab suddenly filled with scalding steam. He saw the body of Fireman Hill flying over the rear of the tender, but thought that from a cannon. There was no time to stop. The train continued on its way. The fireman was killed. The engineer had to abandon his cab. The train was long and was running at a high rate of speed.

TRUTHFUL JIM TO THE RESCUE. Sounds Hill Alarmed and Made Him Prove His Proficiency.

A boy knocked timidly at the door of Engine 551's quarters, in Linden avenue, Jersey City, on Monday night and said to a fireman: "Mister, a lady up the street says she needs one of you fellers in a hurry."

"What does she want?" asked the fireman. "I think her house is on fire and she can't get out," answered the boy. "What are you kidding?" inquired the fireman. "Do you mean it, or are you having a little joke?"

"No, honest and truly, I mean it," said the boy. "Her house is on fire, and if you don't hurry it will be all burned up."

The company went out on an all-night alarm, chasing the boy to the home of Mrs. Nelson, in Linden avenue near the old Bergen Road. They found the house full of smoke and located the fire in a closet on the second floor.

After the firemen had extinguished the flames and the boy had long and earnestly at the door, he said: "I was telling the truth, wasn't I?"

Infallible Syndicate Men Held. The four men who were arrested on Monday in connection with "The Infallible Assured Success Wheat Syndicate" were discharged in the Tombs court yesterday and were immediately rearrested by Post Office Inspector Little. Fernando G. Gardner, a well-known writer and syndicate man, was held in \$1,000 bail and Bigelow, a well-known syndicate man, was held in \$1,000 bail.

Want to Stable Their Carts in Streets. Street Cleaning Commissioner Woodbury has been very active in the past few weeks in seizing wagons and pushing carts left on the streets over night. A delegation of push cart men from the East Side called at the City Hall yesterday to make protest to the street cleaning commissioner.

Major Low has appointed James J. Higginson, a retired banker of 16 East Forty-first street, to succeed Charles G. Burlingame as a member of the Board of Education.

Court Calendars This Day. Appellate Division—Supreme Court, Nos. 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Appellate Division—Supreme Court, Nos. 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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## FINANCIAL.

REDEMPTION OF BONDS.

"NOTICE is hereby given that in accordance with the provisions of the first mortgage of Chicago and Milwaukee Transportation Company to James H. Trust, the steamship 'Christopher Columbus,' dated March 1st, 1900, the following bonds, which were issued by the company, have been selected for redemption and payment at par by the application of the sinking fund proceeds: \$100,000, \$200,000, \$300,000, \$400,000, \$500,000, \$600,000, \$700,000, \$800,000, \$900,000, \$1,000,000, \$1,100,000, \$1,200,000, \$1,300,000, \$1,400,000, \$1,500,000, \$1,600,000, \$1,700,000, \$1,800,000, \$1,900,000, \$2,000,000, \$2,100,000, \$2,200,000, \$2,300,000, \$2,400,000, \$2,500,000, \$2,600,000, \$2,700,000, \$2,800,000, \$2,900,000, \$3,000,000, \$3,100,000, \$3,200,000, \$3,300,000, \$3,400,000, \$3,500,000, \$3,600,000, \$3,700,000, \$3,800,000, \$3,900,000, \$4,000,000, \$4,100,000, \$4,200,000, \$4,300,000, \$4,400,000, \$4,500,000, \$4,600,000, \$4,700,000, \$4,800,000, \$4,900,000, \$5,000,000, \$5,100,000, \$5,200,000, \$5,300,000, \$5,400,000, \$5,500,000, \$5,600,000, \$5,700,000, \$5,800,000, \$5,900,000, \$6,000,000, \$6,100,000, \$6,200,000, \$6,300,000, \$6,400,000, \$6,500,000, \$6,600,000, \$6,700,000, \$6,800,000, \$6,900,000, \$7,000,000, \$7,100,000, \$7,200,000, \$7,300,000, \$7,400,000, \$7,500,000, \$7,600,000, \$7,700,000, \$7,800,000, \$7,900,000, \$8,000,000, \$8,100,000, \$8,200,000, \$8,300,000, \$8,400,000, \$8,500,000, \$8,600,000, \$8,700,000, \$8,800,000, \$8,900,000, \$9,000,000, \$9,100,000, \$9,200,000, \$9,300,000, \$9,400,000, \$9,500,000, \$9,600,000, \$9,700,000, \$9,800,000, \$9,900,000, \$10,000,000, \$10,100,000, \$10,200,000, \$10,300,000, \$10,400,000, \$10,500,000, \$10,600,000, \$10,700,000, \$10,800,000, \$10,900,000, \$11,000,000, \$11,100,000, \$11,200,000, \$11,300,000, \$11,400,000, \$11,500,000, \$11,600,000, \$11,700,000, \$11,800,000, \$11,900,000, \$12,000,000, \$12,100,000, \$12,200,000, \$12,300,000, \$12,400,000, \$12,500,000, \$12,600,000, \$12,700,000, \$12,800,000, \$12,900,000, \$13,000,000, \$13,100,000, \$13,200,000, \$13,300,000, \$13,400,000, \$13,500,000, \$13,600,000, \$13,700,000, \$13,800,000, \$13,900,000, \$14,000,000, \$14,100,000, \$14,200,000, \$14,300,000, \$14,400,000, \$14,500,000, \$14,600,000, \$14,700,000, \$14,800,000, \$14,900,000, \$15,000,000, \$15,100,000, \$15,200,000, \$15,300,000, \$15,400,000, \$15,500,000, \$15,600,000, \$15,700,000, \$15,800,000, \$15,900,000, \$16,000,000, \$16,100,000, \$16,200,000, \$16,300,000, \$16,400,000, \$16,500,000, \$16,600,000, \$16,700,000, \$16,800,000, \$16,900,000, \$17,000,000, \$17,100,000, \$17,200,000, \$17,300,000, \$17,400,000, \$17,500,000, \$17,600,000, \$17,700,000, \$17,800,000, \$17,900,000, \$18,000,000, \$18,100,000, \$18,200,000, \$18,300,000, \$18,400,000, \$18,500,000, \$18,600,000, \$18,700,000, \$18,800,000, \$18,900,000, \$19,000,000, \$19,100,000, \$19,200,000, \$19,300,000, \$19,400,000, \$19,500,000, \$19,600,000, \$19,700,000, \$19,800,000, \$19,900,000, \$20,000,000, \$20,100,000, \$20,200,000, \$20,300,000, \$20,400,000, \$20,500,000, \$20,600,000, \$20,700,000, \$20,800,000, \$20,900,000, \$21,000,000, \$21,100,000, \$21,200,000, \$21,300,000, \$21,400,000, \$21,500,000, \$21,600,000, \$21,700,000, \$21,800,000, \$21,900,000, \$22,000,000, \$22,100,000, \$22,200,000, \$22,300,000, \$22,400,000, \$22,500,000, \$22,600,000, \$22,700,000, \$22,800,000, \$22,900,000, \$23,000,000, \$23,100,000, \$23,200,000, \$23,300,000, \$23,400,000, \$23,500,000, \$23,600,000, \$23,700,000, \$23,800,000, \$23,900,000, \$24,000,000, \$24,100,000, \$24,200,000, \$24,300,000, \$24,400,000, \$24,500,000, \$24,600,000, \$24,700,000, \$24,800,000, \$24,900,000, \$25,000,000, \$25,100,000, \$25,200,000, \$25,300,000, \$25,400,000, \$25,500,000, \$25,600,000, \$25,700,000, \$25,800,000, \$25,900,000, \$26,000,000, \$26,100,000, \$26,200,00